EXHIBIT 300   **UII 024-000006115**

Exhibit 300: Capital Asset Summary
Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-02-23
Investment Auto Submission Date: 2012-02-29
Date of Last Investment Detail Update: 2012-02-24
Date of Last Exhibit 300A Update: 2012-07-27
Date of Last Revision: 2012-07-27

Agency: 024 - Department of Homeland Security   **Bureau:** 60 - United States Coast Guard

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: USCG - CG-LIMS

2. Unique Investment Identifier (UII): 024-000006115

Section B: Investment Detail

1. **Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

    CG-LIMS is a technology refresh of legacy logistics IT systems using a COTS tool configured to match the USCG business model. CG-LIMS will support the USCG Modernization goal of a single, unified logistics system that improves mission-readiness, operational effectiveness and decision-making by enabling decision support at the enterprise and tactical level. CG-LIMS will use the Mission Support Business Model and the four cornerstones of that model: Configuration Management, Total Asset Visibility, Bi-Level Maintenance, and a single point of accountability through Product Line Managers. "CG-LIMS includes the DME activities; ALMIS (UII 024-000006006) will reflect the O&M costs to maintain the CG-LIMS Deployed solutions. In this way, the USCG is adhering to a well defined lifecycle model. "CG-LIMS will be the authoritative source for the configuration management of USCG assets. It will enable product line management by providing total asset visibility throughout the enterprise. It will be the tool through which all maintenance is managed, and by which the enterprise supply chain is driven. The components of configuration management, maintenance management, supply chain management, and technical information management will be tightly integrated and configured to allow efficient execution of a standardized business process. As mission support is executed throughout the USCG, CG-LIMS will interface with finance, procurement and human resource systems, so that enterprise business needs are met in a standardized manner."CG-LIMS is a COTS

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implementation, which will use modular development to deliver functionality in short time frames. Segment 1 will provide configuration and maintenance management functionality and asynchronous functionality. Segment 2 will provide supply chain management functionality. Segment 3 will provide technical information management functionality."The project will take advantage of significant cost savings afforded by maximum utilization of COTS hardware and software products. An agile development methodology will be used to continuously deliver functionality to the field, significantly decreasing the time to deliver. The development, test, stage, and production environments will be hosted at the OSC to take advantage of the standardized environment and economies of scope provided by the utility computing environment."Beneficiaries: U.S. Coast Guard, DoD and other Federal Agencies, e.g. GSA. Dependencies: CG ALMIS, CG CAS.

2. **How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an assessment of the program impact if this investment isn't fully funded.**

  The Coast Guard must adopt a single centrally-managed, integrated enterprise-wide logistics information management system to enable it to more effectively and efficiently accomplish its missions and manage its increasing roles in homeland security. A key element of success will be the ability to capture transaction-level financial information and appropriately integrate with the enterprise core accounting system.   The current systems and supporting organization do not permit the Coast Guard to plan, source, deliver and maintain its operational capabilities at an enterprise level. Total asset visibility, including engineering configuration, cost-based and historical part tracking, inventory, and maintenance history and scheduling, are not possible. The lack of integration and enterprise visibility prevents the Coast Guard from quickly identifying where mission needs are not being met. Existing systems are not CFO/FFMIA compliant.   CG-LIMS was chartered as an acquisition project on 16Nov07 to address these gaps. It is intended to: * provide a standardized enterprise management capability for asset configuration, maintenance, supply chain, and technical information; * interface with the core financial system and provide accurate transaction-level data for financial accountability and analysis, and; * interface with workforce management systems, eliminating dual entry of personnel, training, and competencies and enabling real time job-cost valuations.   Between the time the project was chartered and MAR11, all pre-acquisition activities were done with the intent for CG-LIMS to field capability in segments for all aircraft, vessel, C4&IT, and facility assets. An initial Program LCCE exceeded expected funding levels. Realizing such an investment was not possible given the expense and current budget climate, the project is changing from a major to a non-major acquisition. This will allow the Coast Guard to deliver initial capability and retire portions of legacy logistics systems quickly with the funding available.   CG-LIMS will build on the progress made transitioning assets into ALMIS. This approach entails: * Pursue a technology replacement of the ACMS, AMMIS, and Technical Information Management subsystems. * Prioritize the requirements for segments 1 through 3. * Prioritize and limit requirements and functionality within the constraints of the CIP funding level. * Leverage existing ALMIS SDA and SSA, processes, and technologies.

3. **Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.**

  Approved funding levels do not support full deployment described in the CG-LIMS ORD, the

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project team completed a "Reconsider Best Options Team (REBOOT)" Study in FY2011. After completing an internal draft RFP and two system-wide cost estimates, the project office realized that another big IT project that was unlikely to achieve a favorable ADE-2 decision due to the cost uncertainty, technical risk, and sheer size. The team reached out to industry, academia, and leaders of similar implementations in government. As a result of the analysis, the current CIP supports building Segment 1 through 3 (of 5 originally planned) and deployment to aircraft and vessels currently managed in ALMIS. Segment 1 will provide configuration and maintenance management functionality and asynchronous operations. Segment 2 will provide supply chain management functionality. Segment 3 will provide technical information management functionality. RFQ for the COTS software purchase released on 2 June 2011.

4. **Provide a list of planned accomplishments for current year (CY) and budget year (BY).**

 Based on approved funding levels, the following are the planned accomplishments for CG-LIMS.   FY2012: Configure Segment 1a (Configuration Management (CM) and Maintenance Management (MM) Modules) of the COTS product to meet USCG mission and business requirements Configure Segment 1b (the asynchronous communication) Implement the CM and MM and asynchronous functionality to the C-144 product line FY2013: Implement Segment 1 to first block of assets that are currently managed using ALMIS. Configure Segment 2 (Supply Chain Management) Configure Segment 3 (Technical Information Management)   Segment 1 will implement configuration management and maintenance management functionality. Because CG-LIMS will replace the Asset Logistics Management Information System (ALMIS) as the preferred tool to manage transformed assets in accordance with the modernized mission support business model, ALMIS assets will be targeted first for migration to CG-LIMS. The functional requirements for Segment 1 eclipse the functional capability provided by the Asset Computerized Maintenance System (ACMS) subsystem of ALMIS. Consequently, once Segment 1 is implemented and all assets previously enrolled in ACMS are migrated to CGLIMS, ACMS can be retired. Remaining assets will be migrated to CG-LIMS according to the logistics transformation schedule. Segment 2 will implement supply chain management functionality, replacing the Asset Maintenance Management Information System (AMMIS) subsystem of ALMIS once migration is complete.   Segment 3 will implement technical information management functionality, providing a single repository for electronic technical documentation which is retrievable, viewable, and printable from the CG-LIMS application. Changes to technical documentation will also be managed and promulgated from within the system.

5. **Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.**

2009-10-16

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Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding				
	PY-1 & Prior	PY 2011	CY 2012	BY 2013
Planning Costs:	$2.4	$0.0	$0.0	$0.0
DME (Excluding Planning) Costs:	$0.0	$0.0	$6.5	$2.5
DME (Including Planning) Govt. FTEs:	$0.0	$0.0	$0.0	$0.0
Sub-Total DME (Including Govt. FTE):	$2.4	0	$6.5	$2.5
O & M Costs:	$0.0	$0.0	$0.0	$0.0
O & M Govt. FTEs:	$0.0	$0.0	$0.0	$0.0
Sub-Total O & M Costs (Including Govt. FTE):	0	0	0	0
Total Cost (Including Govt. FTE):	$2.4	0	$6.5	$2.5
Total Govt. FTE costs:	0	0	0	0
# of FTE rep by costs:	0	0	0	0

Total change from prior year final President's Budget ($)		$-6.0	$0.0	
Total change from prior year final President's Budget (%)		-100.00%	0.00%	

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

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Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

Contract Type	EVM Required	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	IDV Agency ID	Solicitation ID	Ultimate Contract Value ($M)	Type	PBSA ?	Effective Date	Actual or Expected End Date
Awarded	7008	HSCG2310FADD001	GS23F0283K	4730							
Awarded	7008	HSCG2312AADL001	GS35F0153M	4730							
Awarded	7008	HSCG2312FADL007	GS35F0153M	4730							

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

The awarded contracts referenced, HSCG2309F2DW014 and HSCG2310FADD001 do not require EVM because they are FFP And are below USCG established EVM reporting thresholds. In lieu of EVM, the CG-LIMS project team reviews monthly status reports to verify that work accomplished is consistent work reported in the status report. Regardless of contract type, size or duration, the CG-LIMS COTR and PM meet regularly with the contractual PMs to verify that work is being met within contractually established cost, schedule, and performance metrics. All contracts will include EVM where required, will include the requisite EVM clauses and the government will review EVM data on at least a monthly basis. EVM will be performed and reported in compliance with ANSI guidance using a variety of tools, policies, and procedures. These data will be mapped against specific performance measures and requirements and included in the quarterly DHS periodic reporting and USCG quarterly PMA reporting. Performance measures will also shared within USCG and across DHS and DoD so that lessons learned across the organizational investments are leveraged. Once systems are deployed, operational analysis including contract reviews in the context of the performance goals is performed for the IOC investment in conformance with OMB and DHS Operational Analysis Guidance.   In addition to external contractors, CG-LIMS will leverage other 'in house' offices such as ALC, OSC, etc. to provide services to the CG-LIMS project. These intra-agency agreement Memorandums of Understanding (MOU) include specific cost, schedule, and performance metrics similar to CG-LIMS contracts with external entities. The CG-LIMS PM meets regularly with the USCG assigned PMs to verify that metrics are being met.   In both instances (external contractors and intra-agency entities) if metrics are not being met, remediation plans are formulated and implemented. Regular reviews of the CG-LIMS risk matrix assists to identify potential issues before they occur and implement remediation plans in a proactive manner.

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Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-02-23

Section B: Project Execution Data

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost ($M)
1	Segment 1	Provide Configuration Management and Maintenance Management functionality and asynchronous capability.			

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities ($M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance ($M)	Cost Variance (%)	Total Planned Cost ($M)	Count of Activities
1	Segment 1							

Key Deliverables

Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
				NONE				

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Section C: Operational Data

Table II.C.1 Performance Metrics								
Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
NONE								